JUST RECEIVED.
LINEN COLLARS,
LINEN FRONTS,
SOFT FELT HATS,
STRAW HATS,
&c., &c., &c.
COTTAM & Co.,
General Outfitters.

The Hongkong Telegraph.

WEBSTER'S DICTIONARY,
NEW EDITION,
IS THE BEST AND CHEAPEST.
For Sale at the Hongkong Telegraph Office,
No. 6, Pedder's Hill.

ESTABLISHED 1881.

NEW SERIES No. 636. 光緒二十三年六月初三日 FRIDAY, JULY 2, 1897. 五拜禮. 第二月七英港香 THIRTY DOLLARS PER ANNUM.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND .....$ 6,500,000
RESERVE LIABILITY OF PROPRIETORS...$10,000,000

COURT OF DIRECTORS:
ST. C. MICHAELSEN, Esq.—Chairman.
Hon. J. J. BELL-IRVING.—Deputy Chairman.
C. Beeimann, Esq. | A. I. Raymond, Esq.
G. D. Böning, Esq. | R. L. Richardson, Esq.
G. B. Dodwell, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.
David Gubbay, Esq. | Gerald Slade, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 10th April, 1897. [8

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [9

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £375,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 2nd June, 1897. [31

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
Gillies, Esq. | Chow Tung Shang, Esq.
Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Lau Kit Shan, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [7

Hotels.

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.
Hongkong, 2nd April, 1897. [35

PEAK HOTEL.
OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

For further particulars, apply to
THE MANAGER,
New Victoria Hotel.
Hongkong, 24th November 1896. [39

THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed a high class reputation for Liberality in Menu, Quality of Food and Perfection of Cuisine.
THIS REPUTATION WILL BE MAINTAINED.

Fresh Dairy Produce, FRUIT and other supplies are regularly imported from the United States, Canada and Australia. BEEF from Kobe and TURTLES from the Straits.

The WINES, SPIRITS and MALT LIQUORS, comprising all brands in general demand, are the Best shipped to the Far East.

In addition to the BAR, GRILL and DINING ROOMS, the upper floors are arranged so as to provide PRIVATE ROOMS suitable for DINNERS or SUPPERS, &c.

PICNIC and BATHING PARTIES supplied with light refreshments at a moment's notice.

ICE CREAM from 1 P.M. to 11 P.M.
COLD MEAT SUPPERS from 9 to 11.30 P.M.

THOMAS'S GRILL ROOM.
FREDERICK BISHOP,
Manager.
39]

NEW VICTORIA HOTEL.
ROTISSERIE.
MEALS A LA CARTE.

CHOPS, STEAKS, &c., &c., at any time between 7.30 A.M. and 11.30 P.M.

MONTHLY BOARDERS at Moderate Rates.

TRADER & FARMER,
Proprietors.
Hongkong, 2nd September, 1896. [34

Insurances.

THE STANDARD

Is one of the LARGEST and BEST KNOWN of the BRITISH LIFE OFFICES.

FUNDS exceed EIGHT MILLIONS STERLING.

ANNUAL REVENUE OVER ONE MILLION STERLING.

For Forms of Proposal and every information.
Apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd March, 1896. [27

THE MANCHESTER FIRE ASSURANCE COMPANY.
ESTABLISHED A.D. 1824.

CAPITAL £2,000,000
TOTAL FUNDS AND SECURITY.....£2,480,053
NET ANNUAL FIRE PREMIA.....£ 757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1897. [74

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [28

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 EQUAL TO $833,333.33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [26

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1896. [30

Notice of Firms.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH Co., LD. | THE GREAT NORTHERN TELEGRAPH COMPANY OF COPENHAGEN.

MR. F. VON DER PFORDTEN having been appointed MANAGER-IN-CHINA of the above COMPANIES, by the Board of Directors of the EASTERN EXTENSION TELEGRAPH COMPANY, will ASSUME CHARGE from the 1st JULY.

W. BULLARD,
Acting Manager-in-China.
Hongkong, 30th June, 1897. [1018

NOTICE.

THE PARTNERSHIP existing between J. W. GANDE and HERBERT PRICE, trading as GANDE, PRICE & Co., SHANGHAI and HONGKONG, has been DISSOLVED by mutual consent as from the 1st January, 1897.

The SHANGHAI business will be continued by J. W. GANDE under the Style of J. W. GANDE & Co., and the HONGKONG business by HERBERT PRICE, trading as H. PRICE & Co., with the following Trade Mark—

Hongkong, 1st July, 1897. [1021

Intimations.

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TRANSFER BOOKS of this Company will be CLOSED from the 1st to the 3rd of July next, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 25th June, 1897. [997

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

AN INTERIM DIVIDEND at the Rate of FOUR PER CENT. (ONE DOLLAR AND FIFTY CENTS per Share) for the Six Months ending 30th June, 1897, will be PAID, on application, to the Registered Shareholders in the above Company on WEDNESDAY, the 7th July, 1897.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th July, both days inclusive.

MEYER & Co.,
General Managers.
Hongkong, 26th June, 1897. [1000

CARBOLINEUM-AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
SCHEELE & Co.
Hongkong, 15th May, 1896. [33

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	Formosa	R. A. Peters	About 8th July	Freight or Passage.
JAPAN, &c.	Java	J. Chellew, R.N.R.	About 8th July	Freight or Passage. (Passing through the Inland Sea.)
SHANGHAI	Thomas	W. J. Nahles	About 10th July	Freight or Passage.
LONDON &c.	Canton	D. C. Gregor, R.N.R.	About 22nd July	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.
Hongkong, 29th June, 1897. [5

HONG KONG PRIME BEEF & MUTTON CORNED BEEF & TONGUES VEAL SAUSAGES
11 CENTRAL 13 MARKET 15
BUTCHERY
Hongkong, 1st May, 1897. [116

CALIFORNIA WINES

TRADE MARK. 洋行 Hong Name:— 恒和 YUEN WO.
TELEPHONE, No. 135.

	1 Doz. Qts.	2 Doz. Pts.	4 Doz. ½ Pts.
CLARET	$4.00	$4.50	$6.50
ZINFANDEL	4.50	5.00	7.00
RIESLING	5.00	6.00	.....
HOCK	5.00	6.00	.....

These are genuine GRAPE WINES, full bodied, with little acidity.

An allowance of fifty cents per dozen is made for the empty 2 pints when returned to our Godown.

H. PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.
Hongkong, 28th May, 1897. [16

ENQUIRE AT MANAGER'S OFFICE HONGKONG HOTEL FOR PARTICULARS OF

REDUCED

BOARD AND LODGING RATES FOR CERTAIN ROOMS.

THE CLUB HOTEL,
5, BUND, YOKOHAMA.

HOTEL METROPOLE,
1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. | L. DEWETTE, Manager, TOKYO. [48

W. POWELL & CO.

NEW STOCK OF
LACE CURTAINS
AND
ART MUSLINS.

Hongkong, 26th June, 1897. [19

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H.M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.

SUPERINTENDENT.....THOS. SKINNER.

DODWELL, CARLILL & Co.,
General Agents.
17]

MOUNT AUSTIN HOTEL.
1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code. | TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEENS ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1896. [24

AUSTRALIAN & CALIFORNIAN WINES.

TELEPHONE—75.

ZINFANDEL
RIESLING
CLARET
BURGUNDY
HOCK
CHABLIS
From the COOLALTA VINEYARDS.

CALDBECK, MACGREGOR & Co.,
WINE & SPIRIT MERCHANTS.
15, Queen's Road.
Hongkong, 16th June, 1897 14

W. BREWER & CO.
NEW BOOKS AND NEW EDITIONS.

FORTY-ONE YEARS IN INDIA, by Field Marshall Lord Roberts, 2 vols.	20.00
Every Boy's Book of Sport and Occupation	4.00
Every Girl's Book of Sport and Occupation	4.00
Events of the Queen's Reign	30
The North-West Provinces of India, by Crooke	6.00
Academy Pictures (Cassell) (to be completed in 5 Parts)	3.00
Robert the Bruce, by Maxwell	2.75
Manners for Men, by Mrs. Humphrey	60
The Child: the Wise Man: and the Devil	60
The Final War, by Tracey	3.50
Dictionary of Daily Wants	4.00
The Sikhs and Sikh Wars, by General Gough	8.50
Fridtjof—Nansen, 1861-93	4.00
The Jungle Book, by Kipling	3.25
British India, by Fraser	2.75
Canada, by Bourinot	2.75

Hongkong, 29th June, 1897. [18

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TANSAN.

FLETCHER & CO.
and
CARMICHAEL & CO.
23]

NUNOBIKI NATURAL MINERAL WATER.

FROM THE SPRINGS OF THE WELL-KNOWN NUNOBIKI WATERFALLS IN KOBE.

Analysed and pronounced by the IMPERIAL JAPANESE HYGIENIC LABORATORY OF OSAKA, to be effective in the treatment of CONSUMPTION, CHRONIC CATARRH OF THROAT and WIND PIPE, all complaints of LIVER, STOMACH and INTESTINE, RHEUMATISM, SUPERABUNDANCE OF BLOOD, &c.

APPLY TO
L. M. ALVARES & CO.,
SOLE AGENTS,
No. 17, QUEEN'S ROAD CENTRAL.
Hongkong, 12th March, 1897. [443

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints .....$35 per case.
do. 1 doz quarts.....$33 do

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 13th February, 1897. [26

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG,"

Captain W. Waddilove, will be despatched as above TO-MORROW, the 3rd instant, at 3 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd July 1897. [1015

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Bathurst, will be despatched for the above Ports on SUNDAY, the 4th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 2nd July, 1897. [1022

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"SHANTUNG,"

Captain Frampton, will be despatched as above on THURSDAY, the 8th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd July, 1897. [988

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"RAVENNA."

Captain C. T. Denny, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 15th July, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. *Britannia* leaving that Port on the 6th August for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 2nd July, 1897. [5

FOR SALE!

TYPHOONS! TYPHOONS! TYPHOONS!

COPIES of the SECOND EDITION of that well-known and most useful work,
"THE LAW OF STORMS IN THE EASTERN SEAS."
BY
DR. W. DOBERCK,
Director of the Hongkong Observatory.

PRICE .....$1.

FOR SALE:—
At the "HONGKONG TELEGRAPH" OFFICE,
No. 6, Pedder's Hill,
and at
Messrs. KELLY & WALSH, Ld.
" W. BREWER & Co.
" CHAS. J. GAUPP & Co.
" G. FALCONER & Co.
" LANE, CRAWFORD & Co.
" HEUERMANN, HERBST & Co.
and
" F. BLACKHEAD & Co.

Hongkong, 21st June, 1897.

NOW READY!

COMMERCIAL AND STATISTICAL PAPERS.

No. 1—APRIL, 1897.

Being reports of meetings of Companies and Corporations for periods ending 31st December, 1896.

This pamphlet is published for the convenience of the Commercial Community and is for sale.

PRICE $1 PER COPY,
at the office of the
"HONGKONG TELEGRAPH,"
No. 6 Pedder's Hill.

Hongkong, 7th May, 1897. [761

DAKIN, CRUICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [3792

Intimations.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the names and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegraphic address:—"Telegraph," Hongkong

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF
AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,
SODA WATER,
LEMONADE,
POTASH WATER,
SELTZER WATER,
LITHIA WATER.
SARSAPARILLA WATER,
TONIC WATER,
GINGER ALE,
GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 13th April, 1897. 6

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 2, 1897.

REUTER'S MESSAGES.

THE DIAMOND JUBILEE.

LONDON, June 30th.

All the foreign Princes and Envoys are taking their departure from London.

THE BRITISH REVENUE.

The revenue for the quarter shows an increase of £1,500,000.

THE WRECK OF THE "ADEN."

The *Daily News* states that the wreck of the *Aden* occurred in a violent storm. Two boats were lowered and swamped. The life-boat, which got away amidst tremendous seas, has not been seen since. The Captain and other officers were washed off the deck.

The survivors remained on the wreck for a week in frightful weather and with the scantiest of rations, despairing of safety.

LOCAL AND GENERAL.

H.M.S *Algerine* is at Hankow, the *Daphne* is lying off the Bund at Shanghai, the "record breaker" *Esk* is at Ichang, and the *Peacock* at Tientsin.

NG A NG, the woman charged with detaining the girl who figures in the rape case, was brought up on remand at the Magistracy to-day. Inspector Stanton said that he had no more evidence to produce and Mr. Wodehouse discharged the woman on the ground of insufficient evidence.

AT the usual monthly opium sales in Calcutta yesterday Patna fetched 1,130 rupees per chest, while for Benares bidding was unusually lively and resulted in a large quantity being knocked down for 1,125 rupees per chest. These prices show a great advance on the June prices, Patna and Benares then being hard to place at Rs. 1,040 and 1,045 per chest respectively.

JOHN ROSS, overseer of the Kowloon waterworks, was brought up on remand at the Magistracy to-day on the charge of having committed rape on a girl 14 years of age. Mr. G. C. C. Master appeared for the defence. Alter Ng A Ng, the mistress of the house in which the girl was living, and Sui Mui, one of the inmates, gave evidence the defendant was committed for trial.

TO-MORROW at 6 p.m. a boat race in six-oared gigs will be rowed between men from company 35, Royal Artillery, and a crew from the R.E's. The former will have Sergeant Butters for coxswain and the latter Sapper Hobbs. The course will be from Kellett Island to the *Victor Emanuel*. Both crews have been in steady training for the past month and in both corps the keenest interest attaches to the race.

WE hear that the *Tamar* is not to be compared with the ancient *Victor* in the matter of comfort. During the wet weather experienced of late her new roof has started leaking for some unexplained reason, and although the sea has not been particularly heavy in the harbour she has several times started rolling in a manner that bodes ill for her crew should a typhoon come along. The *Tamar* is not completed yet, so we hope that her roof will be made water-tight and a little ballast be added before she actually takes the place of the old *Victor*. The beam of the *Tamar* is less than that of the *Victor* and this probably has a deal to do with her rolling. She'll roll like a harpooned whale when a typhoon happens along.

H.M.S. *Undaunted* is now in course of refitting, and the Naval Yard authorities are busy lengthening her funnels and doing sundry and divers other necessary jobs about her. We must remark, however, that it seems like tempting providence to leave a large ship like the *Undaunted* at the buoy during the typhoon season with her engines disabled and only caretakers on board. The ship is flying light and should a typhoon strike the colony we fear that the strain on her moorings would be too great, and once she gets adrift in the harbour it will not be difficult to foretell the result. Her crew are now on board the *Tamar* while their own ship undergoes repair.

A MAGISTERIAL enquiry was held at the Police Court this morning by Mr. H. E. Wodehouse into the death of a boatman on the 29th ultimo caused by the revolution of the handles of the winch which was lifting a raft from the water. Inspector Witchell produced a sketch of the wharf. Leung Kai, a contractor, gave evidence that he ordered 10 men to lift the raft owing to a rumour that a typhoon was imminent. Having lifted up one side and made it fast to the shear legs by chains, and after they got the raft out of the water, they began to slacken the chain. Then the whole weight of the raft fell on the rope which was fastened to a winch. This rope gave way and caused the handles of the winch to revolve, striking the deceased and killing him instantaneously. A finding of "accidental death" was returned.

IN its issue of the 25th June the *Straits Times* gives a review of the Jubilee doings in Singapore. It says:—The last two days in Singapore have been days of unbounded festivity. A tropical sun has, with unscreened fervour, blazed down upon scores of thousands bent upon obtaining the full measure of permissible enjoyment. The Jubilee week has been an unqualified success. The treat to five thousand children was one of the triumphs of the celebrations, and the fireworks in the evening, with illuminations even more brilliant than on the first night, were exceedingly effective. After the fireworks there were various receptions held in the godowns of the principal firms, in fact many firms kept practically "open house," as it is understood at home. The Telegraph Company entertained their friends in right royal style, the fine premises being thronged from nine o'clock until after midnight. The Governor and party were present, and the Band of the Rifle Brigade discoursed pleasant music during the evening. Yesterday was essentially the natives' day. The sea sports in the morning, following on a welcome shower of rain, proved most interesting; and the Japanese day fireworks and the land sports drew enormous crowds to the Esplanade in the afternoon. In the evening, the Ball at Government House was most successfully held.

WITH commendable and characteristic foresight Admiral Sir Alexander Buller despatched Her Majesty's cruiser *Immortalité* to Shanghai, calculating that she would arrive at Woosung just two days before the new wheelbarrow tax was enforced. She arrived at Woosung on the 28th ultimo, and the commander at once made it known that he was prepared to land in the foreign settlements 200 men at a moment's notice. Happily there seems to have been no cause to invoke their valuable assistance to teach the Chinese coolies in the north a much needed lesson; but that may have been partly due to a knowledge of the fact that the foreigners were thoroughly prepared for all emergencies that might arise, and Admiral Buller's care to have a large fighting machine like the *Immortalité* on the spot seems therefore to have been specially noteworthy. We are told that certain Guilds at Shanghai arranged to make good to the wheelbarrow men the difference between the increased and the old license fee. That may be so, but it indicates anyhow that the Chinese were not game to risk another 'brush' with the foreigners and wriggled out of an awkward position with as little loss of "face" as possible under the peculiar circumstances in which their own overt action placed them. The difficulty appears to have been got over in a satisfactory manner as far as the foreigners are concerned, and the lessons to be learnt from the serious crisis of a few weeks ago should be well learnt by the community in order that they may profit by their unpleasant experiences.

WILLIAM Chambers, a private of the West Yorks, was charged at the Magistracy this morning with assaulting a constable. It appears that the defendant, who was drunk, kicked and knocked at the door of a Chinese house in Eastern district. The inmates summoned a Chinese constable, who was passing. On approaching the defendant he struck the constable with his fist on his right eye-brow causing a small cut. The defendant made a weak defence, saying that he had an extra dose of beer. As his character was given as "good" he was fined only $3.

A SERIOUS accident occurred on the 21st ultimo, at Tanjong Pagar Dock, Singapore, to Mr. John Weir, chief engineer of the steamer *Libelle*. Mr. Weir was going on board the *Libelle* with Capt. Lyons, when he missed his footing and fell down into the dock, sustaining a terrible cut on the head and breaking several of his ribs. Capt. Lyon and Capt. Grant rendered him immediately assistance, the Chinese workmen, with their usual callousness, declining to help. He was taken to Hospital, where he lies in a semi-conscious state, recognising only Capt. Lyons, who was with him the first night. His condition is considered to be very serious.—*Free Press.*

IT was with feelings of the deepest regret that we read this afternoon the following communication from the Hon. T. H. Whitehead, Manager of the Chartered Bank of India, Australia and China:—"It is with deep sorrow that we learned from our telegram this morning that Mr. C. E. Hume, who left Hongkong for Singapore on 17th ulto., on promotion, died to-day. Mr. Hume suffered for a day or two before his departure from an attack of fever contracted whilst sight-seeing in Canton, but his medical man thought that the sea voyage to Singapore would put him all right, as during his residence of eighteen months here he had enjoyed excellent health and was a keen and successful athlete, having won the one mile foot race at the last Athletic Sports in March. His many friends will doubtless be grieved to hear of his untimely end, and the Bank loses one who was a distinct acquisition and a young man full of promise. We are not aware of the cause of death."

INTESTACY litigation, styled the great Yap Ah Shak case, has (says the *Straits Times* of the 22nd June) just been concluded in the Selangor Court. The case possesses interest from Singapore and Penang lawyers being engaged, and sets an important precedent. The action was brought by the widow of Yap Ah Shak, a former Captain China, against Towkay Yap Kuan Seng, (Captain China) the administrator of Yap Ah Shak's estate, with the idea of having the same handed over to the plaintiff and others. The most important point in the case was by what law should the succession of the estate be governed. At present there is no law for the distribution of intestate estates in Selangor. The Court decided that Yap Ah Shak was a Chinese subject, that he was domiciled in China, and that the Chinese domicile held good at the time of his death. Counsel for the plaintiff (Mr. Van Someren) contended that Chinese law was not applicable, and that English or Malay law must be followed. This was the fourth and most important point in the case. A Malay expert gave evidence to show that Mohammedan law of inheritance was essentially part of the Mohammedan religion, and could not be held binding on an infidel. This view was accepted by the Court. The Court held that English law could only apply in the case of a person domiciled in England. The Court finally decided that the estate must be administered according to Chinese law.

BY the "Castle" liner *Arundel Castle*, which arrived at London the other day from the Cape, one officer and 15 rank and file of the Cape Mounted Riflemen were passengers, their object being to take part in the Jubilee celebration. This small body, which might have been larger but for the increased duties caused by the ravages of rinderpest throughout South Africa and the rebellion in Bechuanaland, was commanded by Lieutenant Phillips, who has been 21 years in Africa, and has taken part in every colonial campaign since 1876, while the service of the rank and file varied from 17 to three years. The men themselves were fine representatives of the distinguished corps to which they belong, their average height being 5ft. 11½in., the tallest man being 6ft. 3in. and the shortest 5ft. 10in. On boarding the *Arundel Castle* at first sight it appeared that no riflemen were there, but apparently a team of cricketers in all the glory of black and amber blazers. However, it turned out that, for their greater comfort on the voyage, they had thus dressed themselves. Sunburned and well set-up, they looked men who would catch the public eye, and, says the *Globe*, from their bearing it was plain that most had seen service in the field. Two only were Colonial born—Trooper Nesbitt, the son of Major Nesbitt, an old African campaigner, who as a child was saved from the wreck of the *Birkenhead*, and brother of the officer recently awarded the Victoria Cross. He is a splendid shot and rider, and if the contingent had brought their horses with them, would probably have had a chance to show the South African's skill at the tournament. The class of men of which the regiment is composed may be gauged from the fact that there was a general's son among them, and an admiral's as well; in fact, gentlemen "rankers" are the rule. Corporal Brown, an excellent swordsman, was the only other colonial-born in the party; the majority of the men came from Pondoland, which was occupied only two years ago, when the headquarters of the corps were transferred from King Williamstown to Umtata. When the men landed they wore their service rig—a khaki tunic, Bedford-cord riding breeches, blue putties, and instead of the smasher hat and black and amber puggaree, which is their usual headgear, they wore charming little Austrian caps. On leaving the ship they went to Chelsea Barracks, where they were to be quartered during their stay in England.

HERE is a pat from the *North China Daily News* that local cyclists should read, mark, learn and inwardly digest:—"We are asked to remind wheelmen and wheelwomen that the rule of the road—Keep to the Left—applies to bicycles as much as to larger vehicles, and that serious accidents may follow neglect to observe the rule."

IN the course of next week there will be a large fleet of British warships at Nagasaki. The *Centurion*, *Alacrity*, *Archer*, *Hart*, *Narcissus* and *Redpole* are already there, and the *Grafton* and *Handy*, which have been lying at Yokohama for some weeks, are now *en route* to Nagasaki to join the rest of the fleet in Japanese waters.

THE HANKOW-PEKING RAILWAY.

SHANGHAI, June 28th.

Sheng Ta-jen returned from Hankow by the *Kiangyung* on Saturday morning after, we are told, completing the Belgian loan and the preliminary arrangements for proceeding with the work of this railway. At Hankow two Chinese officials named Wang Chiao-Nien and Chang Yen-Hang accompanied by a foreign party have been deputed to make a second survey of the route, commencing with Nikow northwards until Paoting in Chihli is reached. This surveying party is instructed to furnish full details as seen on the route of the line. In joint authority with H.E. Chang Chih-Tung, the Viceroy, and H.E. Chih-Hsun, the Governor, Sheng Ta-Jen has issued another proclamation reiterating the advantages of the projected railway to the country where it passes through and commanding the people of Hupeh to give up to the government such lands as may be wanted for the line, in which case the said lands will have flags and other marks posted thereon, at the following prices:—

From outside the Ta-chih gate (where the railway station will be) to the Yu-Pai gate 10,000 cash per mow for cultivated and 4,000 for uncultivated lands respectively; from the Yu-pai gate to the Hwang-Chiang-Tang and beyond, 13,000 cash per mow, with a small extra allowance for good productive fields, houses on the route of the line to be taken over by the government or to be "removed away" (pulled down) by the owner at his option, at prices to be decided upon by the inspecting officers; from the Tung-chi gate (the southern terminus of the railway) northwards, all ground in Hupeh wanted for the line is to be paid for at 8,000 and 4,000 cash per mow for cultivated and unproductive fields respectively.

We are further informed that Sheng has sent a telegraphic message to the Grand Council at Peking informing his superiors that the loan is all right and that work may begin with the building of the Lu-Han Railway.—*Daily Press.*

"GOD SAVE THE QUEEN" UP TO DATE.

"Labby," the gifted founder and editor of *Truth*, agrees with a British contemporary which recently made bold to assert that few true-born Britons could, if challenged to do so, recite the words of what Mr. W. S. Gilbert calls "our illiterate National Anthem," and in the course of a few introductory lines to a funny and thoroughly up-to-date version of "God Save the Queen" says:—We all of us know the tune of "God save the Queen," but when it comes to the words that is a very different matter. The fact is that most people are apt to sing their own version of these words. Thus it is not difficult to imagine the enthusiastic "Big Englander" yelling, with swelling chest and quivering nostrils, some such version as this:—

Thy choicest gifts in store
O God be pleased to pour—
On *me*, I mean;
Stop pens censorious,
Make *me* notorious,
Wealthy and glorious—
God save the Queen!

Let me grab niggers' land,
Let me control the Rand—
God save the Queen!
Let me defy the laws,
And raid without a cause;
Let *me* get the applause—
God save the Queen!

Then there is the Colonial magnate. One seems to hear him caroling:—

Oh, may this Jubilee
Make me a C.M.G.—
God save the Queen!
Things look extremely bright,
Joseph is most polite,
I may go back a Knight—
God save the Queen!

Nor does it require any very great stretch of imagination to fancy the New Millionaire declaiming with great gusto some such sentiments as these:—

O God, confound "the Bears;"
Send up my stocks and shares—
God save the Queen!
Oh, let me quickly get
Into the smartest set;
Make me a Baronet—
God save the Queen!

Oh, let this record year
Crown my most odd career—
God save the Queen!
Let sham philanthropy
Gild now my apogee
(All on the strict q.t.)—
God save the Queen.

Think, too, what an army of subscription-seeking Tuft-hunters and Toadies there must now be all over the country engaged in singing some such verse as this:—

Hope on our projects gleams,
God help our varied schemes—
God save the Queen!
Our loyal plans we mix
With most self-seeking tricks;
On these our hopes we fix—
God save the Queen!

And can we not fancy an ambitious nobleman singing:—

Oh, I must cut a dash!
Oh, I must spend my cash—
God save the Queen!
I'm but a Marquis now,
But strawberry leaves, I vow,
Soon shall entwine my brow—
God save the Queen!

Whilst as to the householder on the line of route of the Royal procession this, doubtless, is the sort of version *he* sings:—

Since I have seats to sell,
Oh, let me sell them well—
God save the Queen!
May every window go
For fifty pounds or so,
Then I will shout, "Brava!
God save the Queen!"

No credit, that's my tack,
No money given back—
God save the Queen!
Bless her a thousand fold!
For what I want is gold;
Till all my seats are sold,
God save the Queen!

THE NEW RULE OF THE ROAD AT SEA.

BY A DECK OFFICER.

(*Concluded from yesterday*)

Art. 15.—Sound signals for fog, heavy rain, &c. These have been added to and are more particularly defined. A "long blast" being one of 5 seconds, a "short blast" one of one second, and the interval between blasts one second. From the number of sound signals at first proposed, seafarers may congratulate themselves to find them no more complicated than they are. However convenient it might be to be able to carry on a conversation with the steam whistle, it would become confusing if a third or fourth party chipped in, perhaps talking a different language. A steamship under way in a fog, &c., makes a "long blast" exactly as before.

Subdivision *b*. Provides for a steamer "under way, but stopped and having no way upon her." This looks contradictory: it should be "under weigh," as each word has a distinct technical meaning. That is a small matter however, the main thing is to remember the signal required; which is two long blasts with an interval of one second. Sailing ships make the same signals as before, but at more frequent intervals. Vessels at anchor ring the bell rapidly for about 5 seconds at intervals of one minute. There is another sound signals for cable steamers and vessels not under command, part of the innovations proposed at the Washington Conference, and which led to such determined opposition from shipping people generally. The effect of these multiplied sound signals in fog around the home coast in the coming winter may be looked forward to with some misgiving.

Art. 16.—Reiterates that speed must be moderate in fog, &c., and adds "having careful regard to existing circumstances." It is to be hoped that it has always influenced the master of a ship. That shipowners, either by the recklessness of their commanders, or by the pressure of the owners to make speedy passages, are driven at full speed in foggy weather is undeniable. No argument in favour of it, whether to minimize the effect of current or increase the turning power of the vessel justifies the practice in face of the serious risks incurred. A direction is here given which imposes caution upon all alike upon hearing a sound signal from apparently before the beam. To those in charge of vessels thick weather will always cause anxiety as to collision or stranding, and it behoves every Captain to make the most intelligent use of every means in his possession to avoid accident.

The Steering and Sailing Rules open with a piece of information with which not one in a thousand is not well aware of. It is one of those kindergarten precepts the Marine Department thinks so necessary to assist the comprehension of the nautical mind. It is doubtful if the Rules as published by other Governments contain these extra touches.

Art. 17.—Leaves the rule as to sailing vessels without any alteration. The opportunity might have been taken to provide for two vessels close-hauled on the same tack, a position which often leads to close shaving. Neither is any change made as regards two steamers meeting, or crossing. Arts. 18 and 19.

By Art. 20.—A steamer must still keep out of the way of a sailing vessel. Chinese craft are fully alive to this, and manœuvre around steamers in a way which seems to invite collision with an eye to damages probably.

Art. 21.—When one of two vessels has to keep out of the way the other shall keep her course and *speed*, unless they are so close that the ship which has to give way cannot clear the other; then, the latter has to take such action as will best avert collision.

Art. 22.—Directs going under a vessel's stern rather than crossing her bows, when required to keep out of the way.

Art. 23.—In making it compulsory for a steamer which has to "keep out of the way—if if necessary slacken her speed, or stop, or reverse," has a change in the wording necessitated by the addition of the word speed to Art. 21, and which at first sight may be thought not to cover the whole case as well as before. If it be asked, what about two steamers "meeting" in a narrow channel or river, then as each has to keep out of the way of the other it is equally incumbent on both to "if necessary," slacken her speed, &c. The change of place of the words "if necessary" in the article makes a big difference in its application, and renders it more workable and likely to be observed.

Art. 24.—In declaring that an overtaking vessel shall keep out of the way, defines what is meant by "overtaking," *i.e.*, "coming up with another vessel from any direction more than two points abaft the beam," and states, what is equally important, that no subsequent alteration of bearing will relieve her from the duty of keeping clear until past. By day when a vessel cannot exactly judge whether according to this she is "overtaking" another, she is to give her the benefit of the doubt, and keep out of the way.

Art. 25.—Is the injunction to keep to the starboard side of the fairway unchanged.

Art. 26.—Is entirely new and directs sailing vessels to keep out of the way of vessels fishing, but the rule does not accord to the latter the right to obstruct any fairway used by other vessels.

Art. 27.—Qualifies all the others, and reminds us that there may be circumstances in which the rules cannot with safety be complied with.

Art. 28.—Makes the formerly optional sound-signals compulsory now, and leaves them as before, viz:—1 short blast, "I am directing my course to starboard;" 2 short blasts "I am directing my course to port;" 3 short blasts, "My engines are going full speed astern."

This will entail a more frequent use of the whistle and will compel a much needed improvement in the efficiency of the whistles of one-third of the steamers frequenting the port. A whistle that cannot be relied on to emit a sound without a preliminary splutter and wheeze would be worse than useless in this connection. A reprehensible practice on the part of many is to give a "*short blast*" *for what may be considered* a small amount of danger; this has been seen more than once in this harbour to lead to misapprehension. It is to be hoped that the water police are apprised of the impending change so as to raise no false hopes of making "cases."

Art. 29.—Remains unchanged in all its former comprehensiveness.

Art. 30.—States that the Rules do not interfere with the operation of local rules, duly made, such as might for instance be made with the consent of the foreign Consuls, to regulate the passage of vessels over the Woosung bar to Shanghai.

Art. 31.—The last, and which relates to distress signals remains as before, with the addition that the continuous sounding of a fog signal apparatus is to be taken as a signal of distress.

The new Rules are the outcome of the recommendations of the conference held at Washington and have been the subject of much criticism since first proposed. They have been framed after mature deliberation, and that they may tend to reduce the number of accidents at sea is devoutly to be wished.

THE BOXING TOURNAMENT.

ARMY AND NAVY LIGHT AND HEAVY WEIGHTS.

What were probably the best boxing competitions held in Hongkong came off at the Theatre Royal, City Hall, last night, when light and heavy weights from the Garrison and the Fleet sparred for silver cups. There was a large attendance, the military element preponderating, owing to the small number of warships in port, and the civilian community was also well represented. The ring was arranged on the stage, being the orthodox 24 ft. square, the posts being covered with Union Jacks and the floor laid with green baize. Around the ring were double rows of seats for special ticket holders, the press, and the referee and time-keeper. Among those at the ringside were several officers of the master services and also a number of leading local sports, and a good orchestra supplied some music to while away the opening "wait" and the intervals. The combatants sparred with 6 oz. gloves under Marquis of Queensbery Rules.

Mr. J. Garner, before the proceedings commenced, announced from the stage that similar competitions had never before been held here, the idea being to bring together the best boxers of the Army and Navy in Hongkong. The first contest would be in the lightweight division between Lever, O.S.M., and Fitz, of H.M.S. *Undaunted*. After the final of this came the event of the evening, the heavy weight contest between J. Cusack, Army, and T. Northcote, Navy. Since the programme was advertised several other gentlemen in the colony had come forward to say they wished to take part in the competition. The public, however, had come there to see an advertised programme and he would like the would-be competitors to understand that this would not be the last competition. He was authorised to state by the present competitors to state that they were willing to meet any men who come forward in Hongkong (Applause.) He asked that the audience, in expressing their opinions, would avoid remarks likely to give annoyance to the competitors or the spectators. Mr. Garner announced amidst loud applause that Mr. Alex. Rodger had kindly consented to undertake the thankless task of Referee, while Mr. Sam Marks would act as timekeeper.

The first pair of lightweights, Lever, O. S. D., and Fitz, *Undaunted* were then called on. Both were fairly matched in size and weight, but the sailor looked in better condition than his opponent in the matter of muscle. On the call of time some sharp exchanges took place, the sailor getting in some telling body blows, and before the men had been long at work it was apparent that the army man was outclassed. Lever took his punishment gamely and at the end of the first round, which the timekeeper made a long one, he took off the gloves.

Mr. Garner said he had to announce that Fitz had the best of the contest and that he had been informed that Lever was not in condition—a very evident fact.

The next couple were W. Pearson, of the West Yorks, and Peters, of the *Undaunted*. Pearson, who has boxed in public before is a finely built youth, and in A. 1. trim and he had the advantage in weight and height over his opponent. Pearson started on the offensive and soon landed heavily on Peters' jaw, speedily following it up with a left swing on the port window. The soldier's hitting was fine, and straight and Peters had plenty of work in guarding the heavy jabs. The sailor, too, was smart in attack, and despite the disparity in size he sent home some very clean blows with both hands, the head and face being the favourite mark with both men. Pearson did not appear to mind the blows he received and he took three or four on the face at one time without turning a hair, the blurjacket's hitting power rapidly losing in force. Pearson's head and foot work, in getting out of the way, was excellent and his cleverness got him clear of anything like effective punishment.

In round 2 the plucky little tar did not look very fresh, but he was game and put in some smart left hand work, but Pearson was not to be gainsaid and his right and left landed on the little fellow's rosy cheek time after time. Peters was quick in his returns and went in for some body work, but Pearson seemed to feel them little if at all. The round was taken up with sharp exchanges but it was easily seen that the soldier was too good for his man.

In the 3rd round Pearson tried for the body but met with a facer and a rib-roaster. His superior reach enabled him to drop his hands on Peters' head and ribs as he pretty well liked and after a gallant but vain contest the blurjacket gave in. Both men were very heartily cheered, the one for his pluck and the other for his clever boxing.

This contest having been declared in favour of Pearson, the winner match, Fitz, and he met in the final.

In round 1, Pearson looked as if he had not been in the ring just a few minutes before and Fitz was bright and fresh. Both men sparred cautiously at first and the exchanges on head and face always resulted in clinches. Pearson at long got his left well home on Fitz's head and spun him round, but the sailor rallied well and twice fought his man on to the ropes. Pearson's head work got him out of much punishment. At the call of time the sailor was sending in some fairly good work on the soldier, whom he had again driven to the ropes.

Round 2 opened in Pearson's favour, he landing repeatedly and ducking neatly. Fitz now and again got home on his head and body, but with little apparent effect. Some good in-fighting was done by Peters, but this availed him little and once when Pearson was thrown after ducking under his arm the soldier was on his feet again like a cat. Peters forced the fighting and the call of time saw him a good deal exhausted.

Round 3 saw little change in the contest, the West Yorks man putting in splendid work. Peters was game in his returns, but the straight lefts that came so often on his face and neck were too much for him, after a heavy fall in the 2nd round against one of the posts, striking his head so heavily that it dazed him, and he gave in 40 seconds before the time was called. Both victor and vanquished were loudly cheered by their appreciative comrades.

After an interval the *pièce de résistance*, the heavyweight contest, was announced. Both Northcote and Cusack had a good reception as they entered the ring. Cusack, a well built man of about 12 st. 2 lb., is a Staff Sergeant in the Gymnastic department and he was able to give his opponent some inches in height. He wore white knickers and a long white guernsey. Northcote, whose weight was 10st 7lb., wore a white sleeveless singlet and white knickers with blue stripes. He was somewhat of a pigmy alongside the Army man, but it was evident at a glance that he was in the pink of condition, his body being a perfect mass of well developed muscle. Northcote is a 2nd class P. O. gunner on the *Tamar*, and his arms and chest showed abundant evidence of the tatooer's art. On tossing for corners the sailor won and took the right hand upper corner, where Messrs. A. Vince and Ben Taylor attended him, while Cusack took the left lower corner with Corporal Parker as his second. For this event Mr. W. Farmer was unanimously chosen to act as timekeeper.

In the first round the style of the men was much criticised. The navy man engaged with moving feet and both hands in motion, while the soldier held his left straight and low and the right close across the body, and his footwork was slower than his opponent's. The soldier's left was quickly seeking Northcote's head but the blows were neatly propped and in return the smaller man sent home a straight right on the mouth. Frequently and strongly the army man's left shot out like a piston rod, often landing on Northcote's neck and face, but the sailor seemed to revel in punishment, and he sent back hot shots with both hands that seemed once or twice to surprise Cusack. The round ended with honours easy.

Round 2 brought both up looking well, and the bluejacket soon laid one on Cusack's ribs and another on his face. The big strong left again came into play, not always so straight as before, a tendency to swing being noticed. With one of these lunges he reached Northcote's head and fairly staggered him. In his own corner the sailor received a sharp assault but working out and apparently oblivious to the blows he received he reached Cusack's head a number of times in succession and this countering was much admired. The tall man's ribs were often visited, and it was seen that had he used his right more it would have been much better for him. The remainder of this round was good give-and-take work and round 3 was much the same. Once Cusack had Northcote on the ropes and fairly rained blows on him for a few seconds, but the sailor was nowise lax in replying, and when Cusack tried a vicious swing on the heart he missed and got a right jab on his jaw. Northcote got in smashing blows but the score so far looked fairly even. Cusack landed with his left on the sailor's body early in round 5, and the compliment was quickly returned. The fighting was very equal, neither apparently having any advantage at this stage, the sailor's fine fettle enabling him to take plenty of heavy punishment and at the same time to attack with vigour. There was little change in the sixth round, both men sparring with caution, and the straight lefts of the one and the rights and lefts of the other got home in about equal proportion. It was when Cusack's right came into play that Northcote's party felt uneasy, but the tall man seldom availed himself of it. The boxers opened the seventh round by sparring for wind. Quick exchanges followed and Cusack used his right more often, one of his blows being a nasty uppercut. Round 8 opened with the sailor dropping his right and left on Cusack's head and body and then he was fought back to the side of the ring, the Army man having matters all his own way. In this round both began to show signs of distress but the battle was vigorous as ever. Round 9 saw both men making the pace warm, and exchanges, counters and cross counters followed one another rapidly. Northcote, after the 10th round, in which he got severe punishment, appeared to have got his second wind and freshened up well, while Cusack's exertions were telling on him a good deal. In the next round Cusack landed several times in succession on the other man's upperworks but it appeared to have no effect whatever, the smaller man fairly surprising all by the wonderful way in which he stood up to the heavy blows and sent in often two or three in exchange. The agility of the sailor stood him in good stead throughout and proved that foot work counts for a lot when you are giving away a stone or two in weight.

Through rounds 11, 12, 13 and 14 there was a fine display of skill and endurance on both sides. The sailor now showed a rapidly swelling lip and a slight bruise under the right eye, and his shoulders which had received most of the soldier's swings, were as red as a well boiled lobster; and his opponent's right eye was bearing evidence of punishment. Northcote's right put in good work in the 14th round, and both men at 'time' appeared to be sparring for wind. Both were good generals and threw away very little effort, both realising that they had a tough job on hand. A number of clinches occurred but the "break-away" was always carried out in true sportsmanlike manner. Round 15 ended with the sailor putting in rights and lefts on Cusack's head. After having been driven to the ropes in round 16 the sailor seemed to be fit as ever, and Cusack had bellows to mend. Northcote sent in a rib-roaster and appeared to utterly disregard the blows he got on his face. Rounds 18 and 19 saw both a little groggy on their legs but the boxing was still even and spirited, Northcote showing a fine display of in-fighting.

Round 20 and last brought both into the centre of the ring with a jump, and they sparred with caution for an opening. Cusack at last led and then followed a ding-dong belting match, after which Cusack got his right home on the neck. Northcote's rights and lefts were piled merrily and he scored many times with little in return. At the call of time both men were loudly applauded and the general verdict was that it was the finest contest ever witnessed in Hongkong.

The referee (Mr. A. Rodger) a few minutes later declared that he had decided in favour of Northcote, on points, to whom he gave the decision, and the announcement was received with loud cheers, and some groans. Mr. Rodger then presented the lightweight cup to Pearson and the heavyweight cup to Northcote. In making the latter presentation Mr Rodger said it was needless for him to say anything in Northcote's favour after what they had seen that night. They had seen a splendid display of boxing and it was highly creditable to both men to go into training in the hot weather here and be able to box so, so hard and so fairly for such long time as 20 rounds.

A word of praise is certainly due to Mr. A. Harper, the promoter of the competition, for the excellent arrangements, for the absence of anything like rowdyism was a very pleasant feature in the evening's amusement. Such competitions if so well carried out in future, should prove very popular in Hongkong.

It may be mentioned that the referee, Mr. A. Rodger, is the holder of the Hongkong Heavyweight Amateur Championships, gained in 1890 years ago when Bendorff was on a visit to this colony. He is also the possessor of several trophies gained in the amateur fistic arena at home.

We understand that further displays are contemplated at an early date and if Mr. Harper carries them out in the same style we have no hesitation in recommending them to all who admire the good old British sport and like to see a good willing "go" carried out in a gentlemanly and sportsmanlike manner.

It is regrettable that there should be a good deal of annoyance expressed in regard to the referee's decision in the 20-round contest. It's the old story—you can't please every body. Is it not remarkable that Northcote gave away about 2 stone and had the worst of it in reach besides? Is it not remarkable, too, that the heavier man did not put his opponent to sleep in less than ten rounds and that many of his fair landed on the wiry sailor's shoulders and back instead of the head or jaw, at which they were presumably aimed?

ACROSS SIBERA.

COLONEL WATERS INTERVIEWED.

A representative of Reuter's Agency has had an interview with Lieutenant-Colonel Waters, Military Attaché to the British Embassy at St. Petersburg, who returned to England about the middle of May after a journey across Siberia lasting nearly six months. Colonel Waters, who undertook the trip in the dead of winter for the purpose of studying portions of Russia not previously visited by him, travelled right across the Russian Empire, from St. Petersburg to Vladivostock, and returned home *viâ* Japan and the Canadian Pacific route.

Leaving St. Petersburg on December 19th, Colonel Waters travelled by train practically without a stoppage to Omsk, where he arrived on 27th. After remaining in the capital of the Steppe Government for three days, and paying his respects to Baron Taube, the Governor-General, he resumed his journey to Tomsk, reaching there on New Year's Day. After visiting the great forwarding prison there, he proceeded by the Siberian railway to Krasnoiarsk, where he arrived on January 4th. The railway was open for provisional traffic for another 140 miles, but Colonel Waters, thinking Krasnoiarsk the more suitable starting-place for his drive of nearly 4 000 miles, purchased a sledge and set out for Irkutsk on January 6th. He was accompanied by a Cossack officer, who was on his way to join his regiment in Eastern Siberia.

Speaking of the long drive, Colonel Waters said:—After 153 hours' continuous travelling—night and day—I reached Irkutsk, a distance of 700 miles, on Jan. 13. The post stations on the road being only between 15 and 30 miles apart, it was impossible to get more than two hours' sleep at a stretch. I spent four days at Irkutsk, and after visiting General Goremikin, the Governor-General, again resumed my drive to the Pacific Coast. My next stopping-place was Chita, the capital of Trans-Baikalia, to which city there are two routes, one to the south of Lake Baikal, and another some 70 miles shorter across the lake. The ice on the lake was not considered sufficiently strong for the Government horses, so I had to hire fresh animals, it being my intention to take the shorter route. The night before I started a traveller in crossing the lake had lost his sledge, which had gone through the ice, but as the accident happened near the shore he and his driver fortunately escaped with their lives. To cross the ice-bound lake was by no means an easy task. In traversing the 30 miles from shore, we had to steer a course by compass, and had to make long *détours* owing to the dangerous ice conditions. In many places the floes were several feet in height, and altogether the journey was a very rough one.

On January 21st I reached Kiakhta on the Russo-Chinese frontier, where I was laid up for a week. On February 17th I proceeded to Stryetensk, which will be the terminus of the Siberian portion of the great railway to Vladivostock. This portion of the journey occupied a week. Between Chita and Stryetensk, a section of the Trans-Baikal Railway had been completed and trains were running over it. On February 26th I set out for Blagovyeshchensk, the capital of the Amur Province, a journey of 800 miles, involving eight days' continuous driving with scarcely any time for sleep. Leaving the capital of the Amur on March 5, I made my way to Khabarovsk, the political and military capital of the whole of Eastern Siberia. This stage of 620 miles took six days. On March 18 I brought my long drive to an end by reaching Khor, the terminus of the railway from Vladivostock, where I joined the train, and reached the Pacific coast on March 23, over four months after leaving St. Petersburg. The Russian officials told me that this was the first time a journey throughout Siberia had been undertaken in the dead of winter.

On March 27 I left Vladivostock in a steamer of the Russian Volunteer Fleet for Japan, whence I went to Canada, and came back *viâ* the Canadian Pacific Railway, New York and Liverpool, that being the shortest way back to St. Petersburg.

Colonel Waters continued: There are three things I wish to emphasise:—1. The extreme cordiality shown to me, travelling as a British Government official, by all the Russian Governors-General, Governors, and subordinate officers during my long journey. From one end of the Russian Empire to the other I was treated more like a Royal Duke than a humble individual, and made many friends whom I hope to see again. 2. The magnificent character of the great railway crossing Siberia. 3. The humane treatment extended to all Siberian exiles, whether political or criminal.

Asked regarding the commercial value of the Trans-Siberian Railway, Colonel Waters remarked:—Its commercial value is immense. The line will open up both agricultural and mineral resources which for practical purposes are almost inexhaustible. Siberia can produce about every kind of cereal, all sorts of livestock, and it possesses in abundant quantities the more important minerals, precious and otherwise.

Owing to the enormous distances and the cost of transport the Russians have hitherto had no opportunity to place their Siberian produce on great European markets. But for years past the authorities have been gradually, and therefore permanently, developing the country.

The construction of a railway through Manchuria will open up a country exceedingly rich in gold and, very valuable from an agricultural point of view. Also it avoids the necessity of an immense *détour* round the Amur River.

East of Stryetensk, where the great Siberian post road ends, the Amur is the only route towards the Pacific for over 1,000 miles and for more than six months every year it cannot be used for climatic reasons.

During the winter only light letter mails can be despatched, and riding is the only means of progression. The special value of this portion of the line is, therefore, obvious. There are, I know, some who think that the great undertaking will affect British commerce. I am not of that opinion. Our commercial interests in Manchuria are of the slightest. It will affect commerce locally by cheapening freights, and seriously affect steamship passenger traffic. From any town in Europe passengers to the Pacific will be able to travel by the railway either first or third-class much more cheaply and expeditiously than by sea, and this including the cost of food *en route* with occasional stoppages of a day here and there. I should say the line cannot be opened for through traffic in less than four years, and then the whole journey of over 6 000 miles will be accomplished in about 16 days.

POLITICAL ASPECTS.

Turning to the strategic and political value of the railway, Colonel Waters said:—This in my opinion is altogether overrated. It must be remembered that for several years—and without a railway—the Russians have occupied a very strong position in Eastern Siberia, and Vladivostock has always been strongly fortified. The talk about so-called Russian designs on Peking, and so on is merely academic. From a political point of view I cannot see that the railway will prejudice British interests. These are not endangered in any way by Russian plans in Siberia. In this work Russia is following no new policy. Ever since she got possession of the Amur district she has always had considerable commercial relations with Manchuria, and not only in this but in other directions the Imperial Government has for several years past been extending its commercial relations everywhere. Foreign experts at last year's fair at Nijni Novgorod said that Russian commercial enterprise and progress of late years had been quite remarkable. Great though the commercial results of the line will be there is no reason to suppose that our commercial interests will be endangered. The difficulties of construction are, of course, enormous, but the work done has been remarkably good, and in point of quality the line when completed will be equal to the Canadian Pacific.

THE SIBERIAN HORRORS A MYTH.

Turning in conclusion to the exile question, Colonel Waters said:—I can deny with absolute authority the oft-repeated stories of Siberian horrors and Russian cruelty. During my journey in mid-winter, when, according to the statements of some, the traveller might expect to come across gangs of chained prisoners on their way to the mines, many dying unheeded on the roadside, I saw nothing of the kind. There was no question of preparation for my approach. I caught up hundreds of convicts on the road, and conversed with them in their own language. In the depth of a Russian winter, with 90 deg. of frost, I found these exiles travelling in comfort, smoking and singing. In every case they were well clothed and well fed, and so far from dying on the roadside any prisoner falling lame or becoming ill was placed in a carriage and driven to the nearest hospital. As a matter of fact, in the majority of cases the Siberian exile is far better off than if he were at home. Take the children, for instance, who accompany their parents into exile. Instead of having to subsist on black bread, as they would in the ordinary way, they are given white bread and milk until they are five years of age, and are clothed and fell well. Only murderers and dangerous criminals are chained, and their fetters are carefully padded so as not to injure the legs. I have not only not seen any case of ill-treatment, but, what is more, I have not even heard of one. Even the Poles, who were exiled for insurrection, are now in many cases free to return to Russia, and several are employed as Government officials. Political prisoners, unless they have committed some serious non-political crime, are not imprisoned, their heads are not shaved, and they are not fettered. Criminals, on the other hand, are only kept in prison for a short time if of good behaviour. They are then released, having plenty of time to work on their own account and to make money. I can only add that I know—that I am perfectly satisfied—that the treatment of all classes of prisoners is remarkably kind, and the sensational stories current in some quarters are absolutely untrue.

Colonel Waters promptly returned to his post. He was to be in London for the Jubilee, having been attached to the staff of the Grand Duke Serge, the representative of the Tsar at the festivities in England.

TIENTSIN NOTES.

(From our Correspondent.)

June 18th.

From Hankow it is reported in official circles that Viceroy Chang Chih-tung thought that there was not another like Sheng Taotai, but it is said that Chang now thinks that Sheng ought to be a head shorter, and some go so far as to say that he has recommended that Sheng should not be numbered amongst the living, and that Chang Yenmoh is of the same opinion.

TAOTAI'S PROCLAMATION.

On the 14th I wrote you to the effect that the Chinese were going to clear out all foreigners. The Senior Consul, Mr. S. P. Read, the U.S. Consul, communicated with the Viceroy on the subject, who immediately issued a proclamation which will no doubt be sufficient to quell all contemplated trouble. These proclamations were posted all over the place.

SHENG TAOTAI AGAIN!

In mine of the 8th I wrote about Sheng Taotai and the Belgian Syndicate. It has turned out as I stated. Sheng is a wonderful man. He has, to my knowledge, made and signed *three* contracts for the money to build the Hankow-Peking line, or the Paotingfoo line as it is called, and if it is true that he has signed another with Mr. G. Detring; that will make *four*. The latter gentleman is now at Peking. I wonder, out of the *four*, who will really find the money. Sheng Taotai is with you, therefore it is much easier for you to find out than your Tientsin correspondent. Send your reporter to interview. I learn he intends coming here in September next, to try and straighten out matters, for affairs are in a very tangled state at the present moment. Some say he has sent Captain Bohr to put matters to rights, as this gentleman has always been successful; but I am afraid this matter will prove even too much for him

THE LATEST ABOUT RAILWAYS.

Since writing my last I am informed by my native friends at Peking, that Li Hung-chang, Chang Yenmoh, and Herr G. Detring have taken the Hankow-Peking Railway in hand, as also the Shansi line and mines. These gentlemen, it is said, are aided by Sir Robert Hart. If this is true, it will no doubt be a financial success.

A GOLD CURRENCY FOR CHINA.

I am also told from the same quarter that Sir Robert Hart, His Excellency Li Hungchang, Chang Yenmoh, and Herr G. Detring, have laid before the Tsung-li Yamen the necessity of China adopting a gold currency, and that all dues and duties ought to be paid in gold. This I am told will be sure to fall through, as well as Herr G. Detring's and Chang Yenmoh's native opium scheme, *viz.*, monopoly.

TRADE AND THE RIVER.

There is no change to report in Imports and Exports. The state of the river is worse than ever, and there is no prospect of any improvement. When the freshets set in, and it makes things worse then we shall know if the shipping offices will have to be removed to Tongku or not.

THANKSGIVING SERVICES.

June 21st.

The Church services held yesterday were very impressive. In the morning the place was crowded; never before has been such a congregation at All Saints' Church. H.B.M's Consul and Vice Consul, Messrs. B. C. George Scott and F. E. Wilkinson, were there, likewise the Masonic Body in their regalia. The services were conducted by three of the Church of England missionaries. The Thanksgiving sermon was preached by Rev. F. L. Norris. After the Benediction the British National Anthem was sung by all present.

The services held in the Union Church were also largely attended. The sermon was preached by Rev. G. T. Candlin, of the English Methodist Mission. These services, as far as the number attending, proved an entire success, and I hope to-morrow's celebrations will turn out the same.

DECORATION.

Many of the private residences are already gaily decorated, as well as the Consulates, public buildings, and the Clubs.

RE-DEDICATION OF THE R. C. CATHEDRAL.

To-day, instead of to-morrow, our French friends re-dedicated their Cathedral, which was destroyed on the 23rd day of the 5th moon, 1870, when the dreadful massacre took place. The re-dedication was conducted by the members of the Lazaristic Mission, in the presence of Mr. Dubail, the new Minister for France, to China, the Consular Body, Viceroy Wang, Taotai Li, the Tientsin Taotai Foo, and Magistrate; the London *Times* correspondent, Mr. Archibald Colquhoun, who specially came from Peking for the purpose. The religious services were very grand.—*Mercury*

NOTANDA.

CALENDAR.

JULY.

Meteorological means based on ten years' observations to 1893.

Barometer	29.73
Thermometer	81.5
Humidity	83
Rainfall	15.98

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.75	29.67
Thermometer	78	79
Humidity	66	68
Rainfall	0.04	.....

TO-DAY.

Friday, 2nd July, 1897.

Chinese—*3rd of 6th moon of 23rd year of Kwong-sü.*

Jewish—*2nd Tamuz, 5657.*

Mohammedan—*1st Saphar, 1315.*

Sun—*Rises* ..... *5hr. 20min.*
Sets ..... *6hr. 47min.*
High water—*Morning* ..... *9hr. 57min.*
Afternoon ..... *none.*
Low water—*Morning* ..... *3hr. 11min.*
Afternoon ..... *5hr. 26min.*

ANNIVERSARIES.

1840—Amoy forts and a fleet of junks destroyed by H.M.S. *Blonde.*
1850—Sir Robert Peel died.
1857—Lord Elgin arrived in Hongkong.
1873—French Expedition from the Hungkiang arrived in Hongkong.

TO-MORROW.

Saturday, 3rd July, 1897.

Chinese.—*4th of 6th moon of 23rd year of Kwong-sü.*

Jewish.—*3rd Tamuz, 5657.*

Mohammedan.—*2nd Saphar, 1315.*

Sun—*Rises* ..... *6hr. 21min.*
Sets ..... *6hr. 47min.*
High water—*Morning* ..... *0hr. 16min.* *and 11hr. 8min.*
Low water—*Morning* ..... *3hr. 45min.*
Afternoon ..... *6hr. 1min.*

ANNIVERSARIES.

1844—Treaty of Wanghai signed.
1866—Battle of Sadowa.
1880—General Gordon arrived in Hongkong on his way to visit Li Hung-chang.
1881—Sudden death of Pastor Klitzke of the Berlin Foundling House.
1890—Prince Bhanurangsi arrived in Hongkong.
1893—The s.s. *Don Juan* burnt in the China Sea, 145 lives lost.
1896—Rebellion in Kiangsu and Shantung, instigated by secret societies.

SHARE MARKET.

LATEST QUOTATIONS.

China Traders, $77; Straits Insurance, $171; China Fires, $103; Steamboat Company, $35; Indo-Chinas, $49½; China Sugars, $145; Punjums, $7½; Balmorals, $2.30; Raubs, $29; Oilvers, (B) $7; Dock Company, 242 per cent. prem.; Land Investment Company, $77; Humphrey's Estate, $9; Electrics, $7.10; Ropes, $173; Tramways, $116; Ewos, Tls. 116.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Indian *(Lightning)* 4th inst.
French *(Ernest Simons)* 5th inst.
American *(Peru)* 8th inst.
English *(Thames)* 10th inst.
Canadian *(Empress of Japan)* 14th inst.
American *(Copic)* 14th inst.
Australian *(Omi Maru)* 16th inst.
French *(Salazie)* 17th inst.
Tacoma *(Pathan)* 17th inst.
American *(City of Rio de Janeiro)* 25th inst.
Tacoma *(Tacoma)* 29th inst.
German *(Bayern)* 29th inst.
Australian *(Afrika)* 30th inst.

* * *

THE M. M. steamer *Ernest Simons*, with the next French mail, left Saigon for this port at 5 a.m. to-day.

* * *

THE P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port, *viâ* Honolulu, Yokohama, Kobe, Inland Sea, Nagasaki and Shanghai on the 26th ulto.

* * *

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Lyemoon ..... steamer, from Shanghai
Dante ..... " " Saigon
Aggregating 2,540 tons register.

DEPARTURES.

Divawongse ..... steamer, for Bangkok
Benledi ..... " " Singapore
Hanoi ..... " " Haiphong
Anzona ..... " " Nagasaki
Sachsen ..... " " Shanghai
Hohenzollern ..... " " Yokohama
Thekla ..... " " Singapore
Lyemoon ..... " " Canton
Mike Maru ..... " " Kobe
Aggregating 15,952 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Reina Christina	in	Kowloon Dock.
Taicheong	"	" "
San Joaquin	"	" "
Rose	"	" "
Lokin	"	" "
Hatloong	"	" "
Methven Castle	"	" "
Choysang	"	" "
Lammbro	"	Cosmopolitan "
Brunel	"	Aberdeen "

SWATOW.

Arrivals.	*from*	*Agents.*
June 29 *Haimun*	Amoy	J. M. & Co.
Departures.	*for*	*Agents.*
June 29 *Haimun*	Hongkong	J. M. & Co.
29 *Loosok*	Bangkok	B. & S.

IN PORT—*Nil.*

PASSED THE CANAL.

OUTWARD—1st June—*Maria Valeria.* 4th June—*Annandale, Milne,* 8th June—*Niobe.* 11th June—*Java, Devonshire.* 15th June—*Diomed, Prometheus.* 25th June—*Benlomond, Ceylon, Salazie, Irene, Oldenburg, Innerdale; Dir Joslien (f).* 29th June—*Aglaia, Energia, Maduza.*

HOMEWARD—25th June—*Glenogle, Serpedon, Vindobona, Yarra, Ceres, Helen Rickmers.* 29th June—*Gisela.*

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "BELGIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 26th June, 1897. [2

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "MIRZAPORE," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Valetta.*
From Australia, *ex* S.S. *Oceana.*
From Persian Gulf, *ex* S.S. *Parulia* & *Kilwa.*

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 3rd July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 27th June, 1897. [5

"GLEN" LINE OF STEAM PACKETS.

FROM LONDON AND STRAITS.

THE Steamship "GLENTURRET" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Cargo remaining undelivered after the 5th July will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 12th July, otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 28th June, 1897. [1008

"WARRACK" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "LENNOX," FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th July will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, 28th June, 1897. [978

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "SACHSEN."

THE above named steamer having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will go on to Shanghai unless notice to the contrary be given before Noon TO-DAY.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 8th instant, and MONDAY, the 12th instant, at 9.30 A.M.

All claims must reach us before the 14th instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by MELCHERS & Co., Agents.

Hongkong, 1st July, 1897. [982

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.

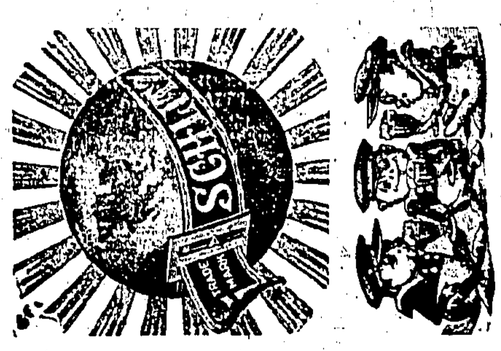
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:— THOMAS BEECHAM, St. Helens, England.

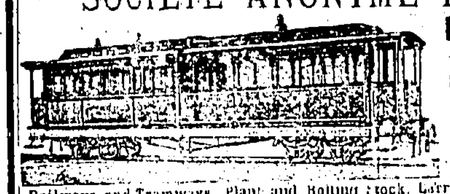
SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:— WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central, HONGKONG. [91

Intimations.



[13]

SOCIETE ANONYME DE TRAVAUX
DYLE ET BACALAN



Capital: £ 300,000
Head Office: 15, Avenue Hatignon, Paris

WORKS IN EUROPE.

Railways (BACALAN) Paris
Works (DYLE) Belgium

Railways and Tramways, Plant and Rolling Stock, Carriages and Wagons, Wheels, Wheels and Axles combined, Permanent Bridges for Railways, Permanent Bridges (Semi-tables) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steam boats, Boilers and Steam Engines, Dredgers.

CONTRACTORS
FOR
Constructing and Working
Railways and Tramways

Apply to Messrs. DODWELL CARLILL & Co., Hongkong, Agents for the [illegible]

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS Hongkong. & Co.,

To Be Let.

TO LET.

NO. 6, PRAYA CENTRAL—FIRST and SECOND FLOORS.
No. 5, PRAYA CENTRAL—A Commodious OFFICE with GODOWN.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 30th June, 1897. [1017

TO LET.

HOUSES Nos. 3 and 4, DES VŒUX VILLAS, PEAK.
HOUSES in BELILIOS TERRACE.
GODOWN in DUDDELL STREET.
BELILIOS & Co.
Hongkong, 28th June, 1897. [1010

TO LET.

DWELLING HOUSES:—
HOUSES in RIPON TERRACE.
"HARFORD," at MAGAZINE GAP.
No. 29, ELGIN STREET.
FLOORS in STAUNTON and ELGIN STREETS.
GODOWNS in BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 24th June 1897. [1[illegible]

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, SUEZ, MASSOWA, PORT SAID, BRINDISI, VENICE, FIUME, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC, and SOUTH AFRICAN PORTS.)

THE Company's Steamship

"MARQUIS BACQUEHEM,"

Captain G. Wallnisching, will be despatched as above on the 6th July.
Cargo will not be received on board after 3 P.M. prior to date of sailing.
For further information as to Passage and Freight, apply to
SANDER & Co.,
Agents.
Hongkong, 29th June, 1897. [899

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"CARMARTHENSHIRE,"

Captain Sincock, will be despatched for the above Port on or about the 12th July.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.
Agents.
Hongkong, 30th June, 1897. [956

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,
VIA STRAITS AND USUAL PORTS OF CALL.
(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"PAKLING,"

H. L. Allen, Commander, will be despatched as above on or about the 13th July.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 25th June, 1896. [995

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.
(*Under Mail Contract.*)

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"IDZUMI MARU,"

Captain R. Nunome, will be despatched for the above Ports on TUESDAY, the 6th July, at Noon.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 19th June, 1897. [968

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON AND HAMBURG.

THE Company's Steamship

"RADNORSHIRE,"

Captain F. Davies, will be despatched for the above Ports on or about the 10th July.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 30th June, 1897. [1002

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA KOBE AND YOKOHAMA.
(Through Passenger Tickets and Bills of Lading issued for the principal Cities in the UNITED STATES, CANADA and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)

THE Company's Steamship

"YAMAGUCHI MARU,"

Captain A. E. Moses, will be despatched as above on FRIDAY, the 16th July, at 4 P.M.
Consular Invoices of Goods for the United States should be in QUADRUPLICATE, and one Copy must be mailed by the Steamer to the care of the FREIGHT AGENT, Great Northern Railway, Seattle, Wash.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 25th June, 1897. [998

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR MARSEILLES, LONDON AND ANTWERP,
VIA SINGAPORE, COLOMBO AND PORT SAID.

THE Company's Steamship

"HAKATA MARU,"

Captain R. Nivison, will be despatched as above on THURSDAY, the 22nd July, at Noon.
This Steamer is fitted with Superior Accommodation for First-class and Second-class Passengers and is lighted by Electricity throughout.
A duly qualified Doctor is carried.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 25th June, 1897. [999

Shipping.

STEAMERS.

"GLEN" LINE OF STEAM PACKETS.

FOR SHANGHAI, NAGASAKI AND WLADIVOSTOCK.

THE Steamship

"GLENTURRET,"

Captain R. Webster, will be despatched as above TO-MORROW, the 3rd instant, at 4 P.M., instead of as previously advertised.
For Freight or Passage apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 1st July, 1897. [1011

"GLEN" LINE OF STEAM PACKETS.

FOR KOBE AND YOKOHAMA.

THE Steamship

"GLENAVON,"

Captain Wm. Pitble, will be despatched as above TO-MORROW, the 3rd instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 1st July, 1897. [1019

NAVIGAZIONE GENERALE ITALIANA.
(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,
ALSO
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
Taking Cargo at through rates to PERSIAN GULF and BAGDAD,
ALSO
BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"LETIMBRO,"

Captain Belotto, will be despatched as above TO-MORROW, the 3rd July, at 4 P.M.
At BOMBAY the Steamers are discharging in VICTORIA DOCK.
For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 26th June, 1897. [1005

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES.

THE Company's Steamship

"PECTAN,"

Captain N. Hocken, will be despatched as above TO-MORROW, the 3rd July.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 1st July, 1897. [994

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ARGYLL,"
to sail about 3rd July, 1897.
S.S. "AFRIDI," to sail about 18th July, 1897.
S.S. "LENNOX," to sail about 2nd August, '97.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 18th June, 1897. [664

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"

Captain Barr, will be despatched as above on MONDAY, the 5th instant, at 2 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st July, 1897. [989

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain Craig, will be despatched for the above Ports on MONDAY, the 5th instant, at 3 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A duly qualified Surgeon is carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versa*.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st July, 1897. [1020

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"DEUCALION,"

Captain B. Branch, will be despatched on THURSDAY, the 8th July, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th June, 1897. [1016

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"FORTUNA,"

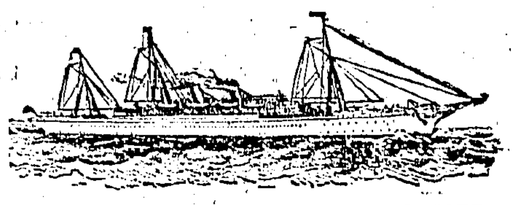
will be despatched as above on or about 25th July,
to be followed by
The Steamship
"FREY,"
on or about 10th August.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 19th June, 1897. [973

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS and VIEWS a specialty.
Hongkong, 22nd September, 1894. [2

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.  1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 21st July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 11th Aug.
EMPRESS OF INDIA...Comdr. G. P. Marshall, R.N.R...WEDNESDAY, 1st September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.
Hongkong, 30th June, 1897. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Tuesday, 6th July, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Saturday, 24th July, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ..... Saturday, 14th Aug., at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONLULU, on TUESDAY, the 6th July, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent
Hongkong, 16th June 1897 [2

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [39

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) ..... Thursday, 15th July, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Thursday, 3rd August, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Tuesday, 24th August, at Noon.

THE U. S. Mail Steamship

"PERU"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on THURSDAY, the 15th July, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

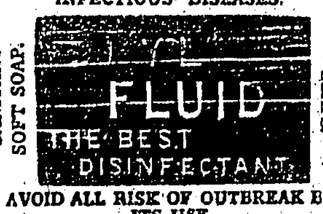
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 25th June, 1897. [1

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP.



DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [81

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Olympia	2,608	Tuesday ...	July 6.
Potkan	2,907	Tuesday ...	July 27.
Tacoma	2,549	Tuesday ...	Aug. 17.
Victoria	3,107	Tuesday ...	Sept. 7.
Olympia	2,608	Tuesday ...	Sept. 28.
Columbia	2,615	Tuesday ...	Oct. 19.

THE Steamship

"OLYMPIA,"

Captain J. Truebridge, sailing at Noon, on TUESDAY, the 6th July, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), *via* KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 1st June, 1897. [4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Sachsen	Tuesday...	20th July.
Bayern	Tuesday...	17th Aug.
Prinz Heinrich ...	Tuesday...	14th Sept.
Preussen	Tuesday...	12th Oct.
Sachsen	Tuesday...	9th Nov.
Bayern	Tuesday...	7th Dec.
Prinz Heinrich ...	Tuesday...	4th Jan.

ON TUESDAY, the 20th day of July, 1897, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supmer, with MAILS, PASSENGRS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 17th July. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 19th July, and Parcels will be received at the Agency's Office until NOON on MONDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 24th June, 1897. [981

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A1 British Ship

"FALLS OF DEE,"

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 4th February, 1897. [244

FOR SAN FRANCISCO.

THE 100 A 1 British Bark

"HEATHBANK,"

McKechnie, Master, shortly expected, will load here for the above Port, and will have quick despatch.
SHEWAN, TOMES & Co.
Hongkong, 17th June, 1897 [957

MITSUI BUSSAN KAISHA.

No. 8, Queen's Road Central.
Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Obmura Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanegafuchi Cotton Spinning Mill, Japan.
The Miike Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.
Hongkong, 11th December, 1896. [65

Printed and Published by CHEUNG DUCAN at No. 6, Praya Central, in the City of Hongkong.